

Message Text

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ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00 DODE-00

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DRAFTED BY EB/AN:AJRIMAS:DAP

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CAB - C. COLDREN

EUR/CAN - D. HOLTON

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FM SECSTATE WASHDC

TO AMCONSUL CALGARY

INFO AMEMBASSY OTTAWA

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E.O. 11652:N/A

TAGS: EAIR, CA

SUBJECT: TEXAS-ALBERTA-ALASKA AIR ROUTE

REF: CALGARY 197

1. ON JANUARY 7, 1975 CIVIL AERONAUTICS BOARD (CAB) DENIED
MOTIONS BY BRANIFF AIRWAYS AND ALASKA AIRLINES FOR IMMEDIATE
HEARING ON TEXAS/CALGARY/ALASKA ROUTE DESIGNATION. CAB
CITED LOW VOLUME OF PASSENGER TRAFFIC IN ALBERTA-ALASKA
AND ALBERTA-TEXAS MARKETS. IN TEXAS-ALASKA MARKET, TRAFFIC
POTENTIAL YET UNKNOWN.

2. SINCE JUNE 1, 1974 TWO EQUIPMENT INTERCHANGE ARRANGE-
MENTS (AIRPLANE OF ONE AIRLINE OPERATING ON A SEGMENT
OF A ROUTE OF ANOTHER AIRLINE) HAVE PROVIDED SINGLE-PLANE
SERVICE IN TEXAS-ALASKA MARKET. SPECIFICALLY, ALASKA
AIRLINES AND BRANIFF PROVIDE SINGLE DAILY ROUND TRIP
BETWEEN FAIRBANKS/ANCHORAGE AND DALLAS/FORT WORTH/HOUSTON
VIA SEATTLE/TACOMA. CONTINENTAL AIRLINES AND WESTERN
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AIRLINES PROVIDE TWO DAILY ROUND TRIPS VIA SEATTLE/TACOMA

BETWEEN ANCHORAGE AND VARIOUS POINTS ON CONTINENTAL'S
ROUTE 29, INCLUDING DALLAS AND HOUSTON (ONE ROUND TRIP
A PIECE).

3. CAB CONCLUDED THAT ABOVE MENTIONED EQUIPMENT INTER-
CHANGE ARRANGEMENTS SHOULD BE PERMITTED TO GIVE AN INDI-
CATION OF THEIR TRUE TRAFFIC POTENTIAL BEFORE ANY ADDED
SERVICE IN ALASKA-TEXAS MARKET IS CONSIDERED. CAB THERE-
FORE HAS DETERMINED THAT THIS CASE NEED NOT BE HEARD OUT
OF TURN. KISSINGER

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